File No. 275

Collection No.

19 32.

Mysore Residency

Bangalore.

Pros. Serial Nos. 1-16

Subject.

Contribution for the upkeep of the Military roads in the Civil and Military Station, Bangalore.

Previous References.

F. No. 276 of 1885.

Later References.

N.F. 1055/35

S.N. 6. Letter No. G.T. 55/32, dated the 22nd December, 1932, from the President, Municipal Commission, Civil and Military Station, Bangalore.

Please see S.N. 4 and 5 and the notes in paras 4 to 6. A copy of P.U.C. with enclosures may be sent to Headquarters, Madras District, for favourable consideration.

Draft submitted for approval.

T. N. Thangavelu
Mudaliar.
6-1-1933

Secretary,.

S. The draft is not. Cause of the above bill is only poorly kept Please do better 13

The facts of this case are as follows:-

S.N. 100/A 276-35 E

In letter No. 11736-3(M.W.3), dated the 3rd April, 1915, the Government of India in the Army Department sanctioned the payment of Rs. 10,490/- to the Municipal Commission, Civil and Military Station, Bangalore, for the maintenance of ------ certain military roads in the Station. The list of roads ---- maintained out of the above contribution is at Table.A.

S.N. 4/A.

S.N 4. 10

The Headquarters, Madras District, have suggested that out of the above roads, those shown in Table B should in ---- future be maintained by the Municipal Commission, Civil and Military Station, Bangalore. from Municipal funds. They accordingly proposed to withdraw the contribution amounting to Rs. 6,345/- hitherto paid for the maintenance of these roads.

The

The President, Municipal Commission, Civil and Military Station, Bangalore, who was addressed in the matter, states that the Municipal Commission accept the contention of the Military that some of the roads at present classed as Military should be reclassified as Municipal but at the same time they object to the omission from the list of Military roads of several roads which are very largely used by the Military and without which troops could not get to their main parade ground or to the Railway station. The Commission have therefore forwarded two lists showing (1) roads which the Municipal Commission are prepared to class as purely Municipal and (2) roads which should continue to be classified as Military and should be maintained out of Military Funds and request that their claim may be supported by the Hon'ble the Resident.

Please see list II in which the Municipal Executive Engineer gives reasons for not treating the roads shown therein as Municipal roads.

If approved a copy of P.U.C., with enclosures, may be sent to Headquarters, Madras District, with the Resident's --- support. A revised draft submitted for approval.

T. N. Thangavelu
Munalian.
18-1-1933.

Secretary.

In their list II of PUC M.C. give list of roads that they do not consider to be Municipal roads. But when putting up a case for a claim for the proceeds of the Road Development Fund they classified nearly all these roads as eligible for the Fund as being of provincial importance.

Please note exactly which roads on list II Co mission claimed to be of provincial importance. Also put up their letter on the subject. They can't have it both ways.

Office should also note this as a case showing the danger of H.E. and budget clerk submitting files to me direct without consulting each other in cases where there is likely to be some connection. Why did Budget clerk deal with this case. ? Office would merely have blindly forwarded Commission's recommendation to Military with our support when this appears to be a bad case of the Commission trying to jump us.

20/1/33

14 The roads given in List II may be classified under three heads as shown below:-

Roads for which no grants were claimed by Municipal Commission from the Road Development Fund.	Roads for which grants were claimed by Municipal Commission but disallowed by the Resident from Road Development Fund.	Roads for which grants were claimed by Municipal Commission and sanctioned by the Govt. of India from Road Development Fund.
1.	2.	3.
1. St.John's Church Road from St. John's Road to Cavalry road. 1377 ft.	2. Tank Road from St. John's Road to Kensington road. 2,060 ft. 3. St.John's Road from Tank road to Dickenson Road 3,649 ft.	

"4. There are about 12.25 miles of trunk (qualifying) roads passing through the Station, of which only a section (about 3 miles) has been taken up for development till now. The development of the entire length of these roads is a legitimate charge on the Road Development Fund. The cost of bringing them up to modern standard and of maintaining them in that condition is estimated to be about Rs.63,000/- initial and Rs.14,000/- recurring, over and above what (Rs.11,400/- annual) the Municipal Commission is incurring on them at present. "

From the above it is clear that the grant recommended by the Resident to the roads shown in column 3, viz., item Nos.5, 6 and 11 of List II is in respect of expenditure to be incurred on them over and above the Rs.11,400 which the Municipal Commission is incurring annually at present on 12¼ miles of through roads with the aid of a contribution from military authorities. If the military contribution is withdrawn, it will throw additional burden on the Municipal Commission in respect of the maintenance of these roads. The fact that these roads have been declared to be of provincial importance does not divest them of their military character. ~~Contributions have to be made from the three sources, Road Development Account, Military and Municipal funds, according to their respective interest in the roads.~~ The claim of the Municipal Commission for a contribution from

th

the military authorities is, therefore, in order.

17. If a contribution from military authorities is justifiable in respect of roads mentioned in Col.3, the admissibility of the claim for a similar contribution in respect of roads in Cols. 1 and 2 naturally follows, assuming that the reasons urged by the Municipal Commission in the remarks col. of Ltr II are good.

18. In the circumstances, the Commission's recommendation may, if approved, be forwarded to Military Authorities, with the Resident's Support. The draft already submitted may now issue.

Para 13 ante.

The instructions contained in para 13 of the notes will be noted and in future papers will be submitted through Head Clerk in cases where there is likely to be some connection with papers dealt by Head Clerk. The case was given to me by the Records thinking that this has no connection with the Road Development Fund.

Submitted.

T. N. Thangavelu
Mudaliar
24-1-1933

Secretary
thro' Head Clerk.
28/1.

Thackwell and Mr. P.L. Moore, I.C.S.) in accordance with the principles enunciated in Military Department letter

S.N.59/c of 276-85.

No.417-M.W., dated the 3rd February, 1904. The letter laid down that expenditure on the following classes of roads should be debited to Military Works Estimates, viz.,

(a) Roads within and bounding the area of lines occupied by regular troops.

(b) Roads leading from the lines to Railway Station or to main strategical lines of communication in the country and

(c) Roads which effect communication between main roads in Cantonment and buildings ~~mentioned~~ maintained by the State for military purposes.

The roads now classed as 'military roads' are ~~practically~~ mainly by those which were classified as such by the Committee. On the question of vesting and control, the Committee found in effect that the roads classified by them as chargeable to military funds were not in the exclusive possession of the military authorities when the Bangalore Municipal Act was passed in 1897, ~~with~~ the result that the roads vested in the Municipal Commission under section 73 of the Law.

para 17 of notes to S.N.118 of 276-85.

The conclusions of the Committee were ratified by the Government of India in their letter No.187 W., dated the 17th January, 1908, which provided, inter alia that a fixed annual contribution of Rs.10,780/- be paid from Military

S.N.68/~~4~~ of 276-85.

Works

to railway station or to the main cantonments roads or lines of communication of the country. Such roads are maintained from military funds.

(ii). Civil (Imperial or provincial): Sections of the main arterial communications of the country, which happen to be within the limits of the cantonment and are required for civil purposes independently of the existence of the cantonment. Such roads are maintained from civil funds.

(iii). Cantonment: roads required only for the convenience of residents in cantonments. Such roads are maintained from cantonment funds.

(iv) In special cases where for military reasons it is required to maintain ~~such~~ a road at a higher standard than is considered necessary for civil purposes, the orders of the Government of India, should be obtained as to what contribution, if any, should be paid to the local administration to cover the excess cost of maintenance. These roads are classed as civil roads of military importance.

The roads in the station have been classified under the heads referred to above. Their lengths and the average cost of maintenance (based upon the actuals for the 5 years ending 1931-32) is given below.

Class of roads.	Length	Rate of expenditure on maintenance per mile.	Rate of grant per mensem.	Excess expenditure from Municipal funds.
Military ...	20.5	615	513	102
Suburban or Civil	7.5	1181	1066	115
Cantonment roads	55.5	974		974

The statistics at (T) shows the expenditure incurred on

on roads maintenance during the 5 years ending 1931-32. The Municipal Commission get a grant of Rs.8,000/- from the Local Government towards the maintenance of suburban roads, i.e., roads which are of imperial provincial importance. These include old Madras Road, Bellary Road, Hosur Road, Domlur Road etc. The highest rate of expenditure is incurred on suburban roads and the lowest on military roads. The cantonment roads come between. Under the existing classification, there are no roads under ~~clause~~ class. iv of para 26. i.e., civil roads of military importance nor does such a classification appear in the Govt. of India's letter of 1904, on which the existing classification is based. The average expenditure incurred on the maintenance of military roads being actually less than that incurred on the cantonment roads it is doubtful whether it can be said that these roads are being maintained at a higher standard than is considered necessary for civil purposes ~~as laid down in~~ within the meaning of clause (e) of para 67 of the M.E.S.Regulations and in order that they may become eligible for a grant under that sub-~~clause~~ para. But as the present classification and grant are based upon an agreement between the Govt. of India and the Municipal Commission any variation can be effected only by a similar agreement.

2 In para 6(i) of their letter at S.N.4 the Military authorities propose the following test for classification of roads as "Municipal roads"

> "Those roads should be classified as "Municipal roads" which would continue to exist were the Military buildings and their immediate inhabitants, completely removed.
>
> Such roads should be maintained entirely from Municipal Funds. "

This principle is not laid down in the M.E.S. Regulations but appears to be a deduction which the Military authorities seek to draw from them. Such inferences are not, it is submitted, warranted when the Regulations themselves are clearly expressed, Moreover it contemplates so remote and hypothetical a contingency as to render it difficult of application to practical questions. The principle should therefore be ruled out and the case examined with reference to the M.E.S. Regulations.

24 Another argument relied on by the Military authorities in support of their proposal appears to be the passage said to have been extracted from the M.E.S.Regulations, viz.,

> "The use of such roads (i.e. roads required primarily for the convenience of the residents of Cantonments) by troops on duty will not cause any claim for consideration as "Military roads".

In the first place the passage in question does not find a place in the M.E.S.Regulations (vide copy of 1926 edition)

In the second place, the passage, if it existed, would only

be noticed in this connection are -

(i) the grant from the Road Development Fund is for work of a capital nature while the military contribution is for ordinary maintenance; the former is a non-recurring payment while the latter is a recurring item.

(ii) military importance and provincial importance are not mutually exclusive. The M.E.S. Regulations do not prohibit a contribution by the Military authorities in respect of such roads - Para 67(e) only provides that the orders of the Government of India should be obtained as to the contribution to be paid to a local administration in case of civil roads of military importance.

Examining the roads in List II, it is observed that 7 of the 14 sections viz., items 1, 3, 4, 5, 6, 8 and 11 are situated in areas which are subject to the operation of the Bangalore House Accommodation Law under which houses are liable to be compulsorily appropriated by the Military authorities. It cannot be said that the Military authorities are not interested in these roads / ~~They have xxxxxxxxxxxxxxxxxxxx~~ equip in these areas.

~~therefore to be treated as roads of military importance~~

N.B. One-third of item 4 (Dickenson Road from Trinity Road) and one-fourth of item 6 (Queen's Road from Cubbon Road to Railway Station) lie outside the appropriation area. ~~But these may be taken to fall under the class discussed in para infra.~~ Though one half of item 5 (Cubbon Road from Dickenson Road to Queen's Road) also lies outside the appropriation area, it is covered by the Mily. offices, Baird Barracks etc..

Out of the remaining seven sections, item Nos.9 and 10 in List II are said to pass through military land. It is also stated that there are no houses on this roas occupied by civil population.)

(The five remaining sections are items 2, 7, 12, 13 and 14. In the remarks column of List II the Municipal Commission have shown that these roads are required for military purposes also. ~~Withholding~~ withdrawal of the existing contribution will, therefore, be justifiable only if it can be shown that these roads will not at all be required for military purposes. This has not been shown by the Military Authorities. On the other hand the Municipal Commission have shown ~~xxxxxxxx~~ that the roads will continue to be required for military purposes.

In the circumstances stated above it appears that both civil and military authorities are interested in the maintenance of these roads and that that these roads may appropriately be classified as civil roads of military importance.

As the concurrence of the Municipal Commission is necessary to any scheme of revision of the contribution, it seems best to have the reclassification effected and the

grant

grant determined by a committee representing both the military authorities and the Municipal Commission. The opportunity may also be taken to fix the military contribution for the maintenance of civil roads of military importance at some fixed percentage of the cost of maintenance.

A draft letter in the above view is submitted.

V.V. Mavan.
CR 4/33

Secy.

21

Please see confidential note in C.B. Pol 12

50

Extract of Resident's orders from Confidential file

"Await G. of India's letter when we shall know better how the land lies"

Id. R.C.B.
15.4

(1)

No:8752/33/Q.
HEADQUARTERS, MADRAS DISTRICT.-
BANGALORE, 26th July, 1933.

TO

THE SECRETARY TO THE
HON'BLE THE RESIDENT IN MYSORE,
BANGALORE.

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
28 JUL 1932
No. 6751
File No.

SUBJECT - Roads - Maintenance of in the Civil and Military -- Station, Bangalore.-

Sir,

1. In accordance with Government of India, Army - Department, letter No:11738-3 (M.W.3.), dated the 3rd April, 1915, an annual contribution of Rs:10,490-0-0 is being made by the Military Authorities towards the maintenance of roads in the Civil and Military Station, Bangalore.

A list of the roads maintained by the Municipality from the contribution made by the Military Authorities is attached hereto.

2. The Government of India, Army Department, have directed that every possible avenue should be explored with the view to reducing the expenditure now being incurred by the Military Engineer Services in all Military Stations.

The maintenance of the roads named in the attached list has been considered, and it has been found that the traffic on certain of these roads is mainly civil and very little military traffic traverses them a t all

3. Taking the roads in their serial number order, those on which the traffic is mainly civil are Nos:1 to 7, 9, 10, 12, 15 to 21, 28 to 31, 33, 34, 36, and taking into consideration the small amount of military traffic over these roads, the military contribution

towards their maintenance is excessive. Further, in accordance with rules laid down for the Military Engineer Services, Army funds can be expended only on such roads as are required for purely military purposes, and most of the remaining roads named in the attached list are used largely by civilian traffic.

For the total length of 20.44 miles of road shown in the attached list, the Military contribution of Rs:10,490-0-0, per annum, works out to approximately Rs:513 per mile, but in view of the foregoing, it is considered that this could equitably be reduced.

I have the honour therefore to request that you will very kindly consider this matter and let me have your views. It is also requested that a very early reply be given in order that a report may be made to higher Military Authority.

I have the honour to be,

Sir,

Your obedient servant,

J. V. Ingelich Major
for

MAJOR-GENERAL,
COMMANDER, MADRAS DISTRICT.

13

No:8752/34/Q.
HEADQUARTERS, MADRAS DISTRICT.
BANGALORE, ~~21st~~ 26th July, 1932.

TO

THE SECRETARY TO THE
HON'BLE THE RESIDENT IN MYSORE,
BANGALORE.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
27 JULY 1932
Regd. No. 6225
File. No.

SUBJECT - Roads - Maintenance of.

Sir,

In continuation of these Headquarters - letter No:8752/33/Q., dated the 26th July, 1932, on the subject of reduction of expenditure on the maintenance of roads in Military Stations in India,. I have the honour to state that the Military Authorities no longer desire to maintain that portion of the circular road running from the junction opposite the Shoeing Forge, near Pekin Barracks, and thence past the Military Grass Farms across the Royal Artillery Practice Ground on Agram Plain to its junction with the road running from the British Military Hospital to the Landing Ground and Rifle Ranges at Ibalur.

This road which is shown on the enclosed plan is classed as a "Military" road and maintained from M.E.S. Funds. The further retention of this road for Military purposes is not considered necessary and its abandonment is proposed.

Its abandonment requires the sanction of the Government of India, Army Department, but before taking steps in this direction, I have to request that you will very kindly state whether the local civil authorities in Bangalore are desirous of taking over this road from the Military Authorities

for future maintenance,

An early reply is requested.

I have the honour to be,

Sir,

Your obedient servant,

J. V. Murdoch Maj. Genl.

MAJOR-GENERAL,
COMMANDER, MADRAS DISTRICT.

15

File No. 27/19

Serial No.

DEPARTMENT.

BRANCH.

Draft Letter / ~~Memorandum~~ / Telegram

No. 5373 Dated 12th August 1932

£3+1 map

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line† — *Only for Foreign Telegrams. †Not for Foreign Telegrams

To be issued on — Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(~~Code word for telegrams.~~)

S.N.101
276-1885.

S.N.102.

To

The President, Municipal Commission
Civil and military Station, ------
Bangalore.

Subject:- Maintenance of Military roads in the Civil and Military Station, ---- Bangalore.

Sir,

With reference to the correspondence ending with Mr. Marburton's endorsement No. 2772, dated the 21st April, --1915, I am directed to forward copies of letters Nos. 8752/33/4. and 8752/34/ dated the 26th July, 1932, with enclosures, from Headquarters, Madras District, Bangalore, and to request that the Hon'ble the Resident may kindly be favoured with the views of the Municipal Commission, Civil and Military Station, Bangalore, in the matter.

2. I am also to enquire whether the Municipal Commission, are desirous of taking over the portion of circular ---- road referred to from the Military authorities for future maintenance.

3. The favour of a very early reply is

Cancelled 14/8

27/8

S 5.
MG(PC—S1—325 (CPS) DOF—(G-1432)—24-4-31—50,000 Pads.

No. 8752/58/S.
HEADQUARTERS, MADRAS DISTRICT,
BANGALORE, ~~27th~~ 28th Octr. 1932.

Rec'd. No. 9791
File No. 275/1932

TO

THE SECRETARY
TO THE HON'BLE THE RESIDENT IN MYSORE,
BANGALORE.

SUBJECT - Maintenance of roads in the Civil and Military - Station, Bangalore.

Sir,

1. I have the honour to invite a reference to the - correspondence ending with your letter No.5968/275/1932 - dated the 6th September 1932, on the above named subject, and to state that the question of maintenance by the Military Department of roads in the Civil and Military Station, Bangalore, has again been carefully reviewed in accordance with the provisions of Regulations for the Military Engineer Services, paragraph 67 (b).

2. The present procedure for the maintenance of the roads in Bangalore, which are classified as Military, is that the M. E. S. maintain those situated within Unit's Lines, and those on Agram Plain, and that the Executive Engineer, C. & M. Station, maintains the remainder. The M.E.S. make a lump sum contribution to Municipal funds at the rate of Rs.513-0-0 per mile, for those maintained by the Executive Engineer, C. & M. Station. The roads already maintained by the M. E. S. are not involved in the proposals out forward below, except where specially mentioned.

3. The following are the definitions of the classifications of roads within Cantonments, as laid down in M.E.S. Regulations, paragraph 67 (b) :-

Civil.- Sections of the main arterial communications of the country or link or other roads connecting civil roads outside the Cantonment boundary which happen to be within the limits of the Cantonment and are required for civil purposes independently of the existence of the Cantonment.

Cantonment.- Roads required primarily for the convenience of residents in Cantonments. The use of such roads by troops on duty will not cause any claim for consideration as Military Roads.

Military.- (including R.A.F., Army Ordnance and Clothing Factories and R.I.M.); Roads required only for purely Military purposes, i.e. roads only required because they are used by the troops on duty, e.g. those within lines of troops, those leading from lines either to the Railway Station or to the main Cantonment roads or lines of communication of the country.

4. It is considered that these definitions should be applied to the C. & M. Station, Bangalore, as if it were a Cantonment; except that, owing to the absence of a Provincial Government, the "Civil" and the "Cantonment" roads should be combined under the heading of "C. & M. Stn. Municipality Roads" (hereinafter called "Municipal Roads").

5. There is in addition, however, yet one more class of road, namely those which are defined in M. E. S. Regulations, paragraph 67 (e) as "Civil roads of military importance".

A copy of M. E. S. Regulations, paragraph 67 (e) follows here for easy reference :-

> "The classification of a civil road as a road of Military importance requires the approval of the Government of India.
>
> In special cases where for Military reasons it is required to maintain such a road at a higher standard than is considered necessary for civil purposes, the orders of the Government of India should be obtained as to what contribution if any, should be paid to the local administration to cover the excess cost of maintenance".

6. From the foregoing definitions it will be seen that:

(i) Those roads should be classified as "Municipal roads", which would continue to exist were the Military buildings, and

their immediate inhabitants, completely removed.

Such roads should be maintained entirely from Municipal Funds.

(ii) Certain of these Municipal Roads should be classified as "of Military importance", which, though they would exist were the Military buildings and inhabitants removed, are required, for Military reasons, to be maintained at a higher standard than that required for Municipal reasons.

Such roads should be maintained from Municipal Funds aided by contri - butions from Military Funds.

(iii) Those roads should be classified as Military Roads which are necessitated solely by the presence of Military buildings and their immediate inhabitants.

Such roads should be maintained entirely from Military Funds.

7. Based on the foregoing conclusions, the attached tables, with their accompanying plans, show the proposed new classification of the roads in question.

The details of these tables and plans are as follows :-

TABLE "A".

Roads at present maintained by the Municipality, for the up-keep of which the Military make a contribution, and which have hitherto been classified as Military Roads.

Coloured RED in Plan I, attached.

TABLE "B".

Those, of the Roads in Table "A", which it is now proposed to classify as Municipal Roads, and for which the Military contri - bution will cease.

Coloured GREEN in Plan II, attached.

TABLE "C".

Those, of the roads in Table "A", which it is proposed to classify as Municipal Roads of Military Importance, and for the up-keep of which a contribution will be made from Military Funds.

Coloured YELLOW in Plan II, attached.

TABLE "D".

Those, of the roads in Table "A", which it is proposed to classify as Military Roads and for which the Military will pay the full up-keep at Military rates though they will

continue to be actually maintained by the Municipality.

Coloured RED in Plan II, attached.

8. In addition to the roads mentioned in Table "A", there are two other roads of interest in this connection :-

(i) The circular road from Agram Post Office to join the Aerodrome Road. Coloured //////// in Plan II, attached. This is at present Military, but it has been proposed to abandon it. This is the subject of separate correspondence; see my No.8752/34/Q., dated the 26th July, 1932.

(ii) The road running through Meeanee Lines from Knoxpet Road to Kalpally Road. Coloured DOTTED RED in Plan II, attached.

This Road is at present a Municipal Road, but, as it is now within Unit Lines and of no further interest to the Municipality, it is felt that this should, in all fairness, be re-classified as a Military Road.

9. The financial effects of the proposals outlined above would be approximately as follows :-

(i) The present annual Military contribution to the Municipality on account of roads is based on 20.45 miles at Rs.513/- per mile, and amounts to. ... ... Rs.10,490/- p.a.

(ii) The new annual contribution would be as follows :-

(a) Roads in Table "B", i.e. 16.13 miles of road. .. Rs. NIL. p.a.

(b) Roads in Table "C", for which a contribution will be paid on the basis of Rs.513/- per mile, i.e. .71 miles of road. ... ... Rs. 364/- p.a.

(c) Roads in Table "D", for which a contribution will be paid on the basis of the full Mily. rate of Rs.920/- per mile, i.e. 3.61 miles of road. ... ... Rs. 3,321/- p.a.

Total. .. Rs. 3,685/- p.a.

(iii) In addition to this the Military will take over the "Knoxpet Road" - "Kalpally Road" cross-connecting road through Meeanee Lines, which is equivalent to a contribution of Rs. 920-0-0 per mile for .50 of a mile, i.e. Rs.460-0-0 per annum.

(iv) The proposed abandonment of the Agram Post Office to Aerodrome circular road does not effect these contributions.

10. The reduction in the Military contribution due to these proposals would therefore be approximately the equivalent of :-

Old contribution.		Rs.10,490/-.
New contribution. ...	Rs.3,685/-.	
Value of road taken over.	Rs. 460/-.	
Total. ..	Rs.4,145/-.	Rs. 4,145/-.
Nett reduction. ...		Rs. 6,345/-.

11. I have the honour to request that you very kindly give this matter your consideration and let me have your concurrence to, or remarks on, the above proposals at the earliest date within your convenience, in order that the Government of India may be addressed by me on this matter.

I have the honour to be,

Sir,

Your obedient servant,

J. V. Anderson. Maj. Gen.

MAJOR GENERAL,
COMMANDER, MADRAS DISTRICT.

TABLE "A".

LIST OF ROADS MAINTAINED BY THE MUNICIPALITY FROM MILITARY CONTRIBUTIONS.

Numbers on plan.	Descriptions.	Length in feet.
1.	Portion of Millers Road on High Ground from Square at Race Course Road corner to Ali Asker Road.	1203.
2.	Cubbon Road from Square at Race Course Road corner to South East corner of Baird Barracks.	9938.
3.	Queens Road (formerly Railway Road) from Cubbon Road (opposite Queen Victoria Road) to the Cantt. Railway Station as far as the Railway bridge over Millers Road.	5500.
4.	Main Guard Cross Road from Cubbon Road to Dispensary Road.	1424.
5.	Hospital Road from Main Guard Cross Road to Old Poor House Road.	775.
6.	Portion of Dispensary Road from Main Guard Cross Road to Cavalry Road.	740.
7.	Dickenson Road from Cavalry Road past North and East sides of Baird Barracks as far as South Parade Road.	3960.
8.	St. John's Road from Dickenson Road to St. John's Church Road.	3649.
9.	Portion of Cavalry Road from St. John's Church Road to South West corner of Assaye (Sappers and Miners) Lines.	1734.
10.	Road from St. John's Road to Cavalry Road on South boundary of Assaye Lines.	1051.
11.	St. John's Church Road from St. John's Road to level-crossing at the Madras and Southern Mahratta Railway Lines.	4677.
12.	Portion of Millers Road from level-crossing at the M. & S. M. Railway Line as far as the Railway Bridge just beyond the Cantt. Railway Station.	3369.
13.	Benson Road from Millers Road to Baiderhalli (Pioneer) Lines.	1443.
14.	Tank Road from St. John's Road past Ulsoor Tank, Sapper Practice ground and to end of metalled portion at the North West corner of Kalpally Cemetery.	5808.
15.	Kensington Road from Tank Road to Knoxpet Road. ...	2194.
16.	Portion of Knoxpet Road from Kensington Road to old Madras Road.	3075.
17.	Trinity Road from Dickenson Road to Old Madras Road.	2079.

Numbers on plan.	Descriptions.	Length in feet.
		52619.
18.	Guntroop Road from the Old Madras Road to the Grass Cutters Lines.	1466.
19.	Centre Road from Guntroop Road to Cambridge Road.	1207.
20.	Portion of Cambridge Road from Old Madras Road as far as Centre Road.	957.
21.	Artillery Road from Centre Road to Old Race Course Road.	2788.
22.	Trinity Church Road from Trinity Road to Old Race Course Road.	2319.
23.	Old Race Course Road round the British Barracks.	8053.
24.	Dumlur Road from Old Race Course Road to East corner of Agram Entrenchment.	2640.
25.	Victoria Road from Old Race Course Road to Richmond Road at South corner of Shoolay tank.	3385.
26.	Lower Agram Road from Richmond Road to South East corner of Shoolay tank past the Veterinary Hospital as far as the road is metalled a little beyond the junction with Slaughter House Road. ...	5160.
27.	Road between Lower Agram Road and Old Race Course Road.	900.
28.	Slaughter House Road from Lower Agram Road to Nilsandra Road at the I.A.S.C. Slaughter Yard. ...	2010.
29.	Nilsandra Road from Karkhana Road at Nilsandra village to eastern boundary of the Slaughter yard.	3947.
30.	Karkhana Road from Nilsandra Lines boundary No.23 to Bridge Square Road.	3258.
31.	Bridge Square Road from Richmond Road to Karkhana Road.	2230.
32.	Hosur Road from South corner of Hosur Cemetery (at branch road to Anakal) to Richmond Road. ...	4900.
33.	Bridge Road from Museum Road (at Shoolay Police Post) across South Parade and Cubbon Roads as far as Dickenson Road at North West corner of Baird Barracks.	4969.
34.	Museum Road from South Parade Road to Richmond Road.	4060.
35.	Part of South Parade Road from St. Mark's Cross Road to Museum Road.	230.
36.	St. Mark's Cross Road from South Parade to Cubbon Road.	998.
		108096
		= 20.47 miles
		or say 20.45.

TABLE "B".

MILITARY ROADS PROPOSED TO BE RELINQUISHED TO MUNICIPALITY.

Item No.	Descriptions.	Length in feet.
1.	Portion of Millers Road on High Ground from Square at Race Course Road corner to Ali Asker Road. ...	1203.
2.	Cubbon Road from Square at Race Course Road corner to South East corner of Baird Barracks.	9938.
3.	Queen's Road (formerly Railway Road) from Cubbon Road (opposite Queen Victoria Road) to the Cantt. Railway Station and beyond the Railway Station as far as Railway bridge over Miller's Road. ...	5500.
4.	Main Guard Cross Road from Cubbon Road to Dispensary Road.	1424.
5.	Hospital Road from Main Guard Cross Road to Old Poorhouse Road.	775.
6.	Portion of Dispensary Road from Main Guard Cross Road to Cavalry Road.	740.
7.	Dickenson Road from Cavalry Road past North & East sides of Baird Barracks as far as South Parade Road.	3960.
8.	St. John's Road from Dickenson Road to St. John's Church Road.	3649.
9.	Portion of Cavalry Road from St. John's Church Road to South West corner of Assaye (Sappers and Miners) Lines.	1734.
10.	Road from St. John's Road to Cavalry Road on south boundary of Assaye Lines.	1051.
11.	St. John's Church Road from St. John's Road to level-crossing at Madras and Southern Mahratta Railway Lines.	4677.
12.	Portion of Millers Road from level-crossing at M. & S. M. Rly. Lines as far as the Railway Bridge just beyond the Cantonment Railway Station. ...	3369.
13.	Benson Road from Millers Road to Baiderhalli (Pioneer) Lines.	1443.
14.	Portion of Tank Road from St. John's Road up to junction with Kensington Road.	2060.
15.	Kensington Road from Tank Road to Knoxpet Road.	2194.
16.	Portion of Knoxpet Road from Kensington Road to Old Madras Road.	3075.
17.	Portion of Cambridge Road from Old Madras Road as far as centre Road R.H.A.	957.
18.	Trinity Road from Dickenson Road to Old Madras Road.	2079.
19.	Trinity Church Road from Trinity Road to Old Race Course Road.	2319.
20.	Old Race Course Road from Trinity Church Road to junction with Artillery Road.	2400.
21.	New Road round B.M.H. from junction with Artillery Road to Old Race Course Road South of Mr. Mily.Hosptl.	1000.

Item No.	Descriptions.	LENGTH IN FEET.
		55547.
22.	Dumlur Road from Old Race Course Road South of British Mily. Hospital to East corner of Agram Entrenchment.	2560.
23.	Victoria Road from Lower Agram Road to Richmond Road at South corner of Shoolay Tank. ...	2485.
24.	Nilsandra Road from Karkhana Road at Nilsandra village to Eastern boundary of Slaughter Yard.	3947.
25.	Karkhana Road from Nilsandra Line boundary stone No.23 to Bridge Square Road. ...	3258.
26.	Bridge Square Road from Richmond Road to Karkhana Road.	2230.
27.	Hosur Road from South corner of Hosur Cemetery (at branch road to Anekal) to Richmond Road.	4900.
28.	Bridge Road from Museum Road (at Shoolay Police Station) across South Parade and Cubbon Road as far as Dickenson Road at North West corner of Baird Barracks.	4969.
29.	Museum Road from South Parade Road to Richmond Road.	4060.
30.	Part of South Parade Road from St, Mark's Cross Road to Museum Road.	230.
31.	St. Mark's Cross Road from South Parade Road to Cubbon Road.	998.
		85184 or 16.13 miles.

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4 C

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TABLE "C".

MILITARY ROADS TO BE RELINQUISHED TO THE MUNICIPALITY AS CIVIL ROADS OF MILITARY IMPORTANCE, FOR WHICH THE MILITARY WILL CONTRIBUTE AT - THE RATE OF Rs.513/-, PER MILE, PER ANNUM. -

===

Item No.	Descriptions.	Length in feet.
1.	Portion of Tank Road from junction with Kensington Road to end of metalled portion at North West corner of Kalpally Cemetery.	3748 or .71 miles.

N. B.- The road running from Knoxpet Road to Tank Road should be removed from the List of Cantonment Roads.

TABLE "D".

MILITARY ROADS TO BE MAINTAINED BY THE MUNICIPALITY FROM CONTRIBUTIONS MADE BY THE MILITARY AT Rs.920-0-0, PER MILE, PER ANNUM.

Item No.	Descriptions.	Length in feet.
1.	Centre Road, from Guntroop Road to Cambridge Road.	1207.
2.	Artillery Road from Centre Road R.H.A. to Old Race Course Road.	2788.
3.	Guntroop Road from Old Madras Road to Grass Cutters' Lines.	1466.
4.	Old Race Course Road from Trinity Church Road through corner of Moorhouse Barracks to junction with Dumlur Road.	4653.
5.	Victoria Road from Old Race Course Road to junction with Lower Agram Road. ...	900.
6.	Lower Agram Road from Richmond Road past the Veterinary Hospital a little beyond the junction with the Slaughter House Road. ...	5160.
7.	Slaughter House Road from Lower Agram Road to Nilsandra Road at the Government Slaughter Yard.	2010.
8.	Road connecting Lower Agram Road with Old Race Course Road (Moorhouse Barracks). ...	900.
	Total. ..	19084 ft or 3.61 miles.

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DEPARTMENT.

BRANCH.

File No. 275/1932

Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~

Class for telegrams: ~~Ordinary~~ / ~~Express~~ / ~~Urgent*~~ / ~~Priority~~ / ~~Clear Line†~~ — *Only for Foreign Telegrams — †Not for Foreign Telegrams

To be issued on — Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading:

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

S.N.3.

(~~Code word for telegrams.~~)

S.N.4.

No. 7627 Dated 10th Nov. 1932

From The Secretary to the Resident.

To

The President, Municipal Commission,
Civil & Military Station,
Bangalore.

Subject:- Maintenance of roads in the C.& M.Station, Bangalore.

Sir,

In continuation of my letter No. 5373, dated the 12th August, 1932, I am directed to forward a copy of a letter No.8752/58A; dated the 28th October, 1932, with enclosures, from Headquarters Madras District, Bangalore, regarding the reduction of Rs.6,345/- in the Military contribution now paid to the Municipal Commission, C.& M.Station, Bangalore, and to request that the Hon'ble the Resident may kindly be favoured with the views of the Municipal Commission in the matter.

2. The favour of a very early reply is requested.

I have etc.,

Secretary to the Resident.

T. N. Thangavelu
Undalian.
9-11-1932.

S. 5.
MG!PC—S1—325 (CPS) DCF—(G-1432)—24.4.31—50,000 Pads.

H.O.
14 2,000—16—7—1931

No. G.T.S-5/32 CIVIL AND MILITARY STATION, BANGALORE.
Rouse 5 MUNICIPAL OFFICE.

DATED 22-25 December 1932.

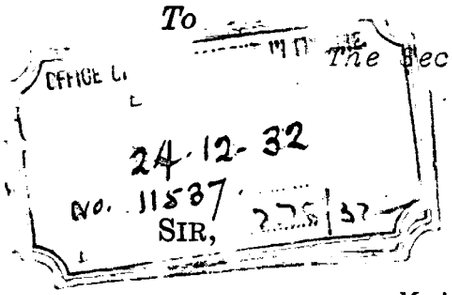
From

G. H. COOKE, ESQ., M. C., I. C. S.,

President, Municipal Commission.
C. & M. Station, BANGALORE.

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.



Maintenance of Roads in the Civil and Military Station, Bangalore.

S.N.5.

With reference to your letter No.7627/275-1932, dated the 10th November 1932, forwarding for the views of the Municipal Commission copy of letter No.8752/58/2, dated the 28th October 1932 (with enclosures) from the Headquarters, Madras District, regarding the suggested reduction of Rs.6,345/- in the Military contribution now paid to the Municipal Commission towards the maintenance of roads in the Station, I have the honour to state that the matter was placed before the Commission at their ordinary meeting held on the 17th December 1932. They accepted the contention of the Military that some of the roads at present classed as Military should be reclassified as Municipal but at the same time strongly objected to the omission from the list of Military roads of several which are very largely used by the Military, and without which troops could not get to their main parade grounds or to the Railway Station. List I enclosed contains the roads which the Municipal Commission are prepared to class as purely Municipal, and List II the roads which the Municipal Commission would insist should continue to be classified as Military and should be maintained out of Military funds, in addition to the roads in Table 'D' compiled by the Military.

S.N.4.

The Military have agreed to pay at the rate of Rs.920/- per mile for the roads which they classify as Military (Table 'D'). Calculating at the same rate the amount payable by the Military for the roads in List II would be Rs.3,220/-. This sum, [illegible]

they agree to pay, thus making the contribution a little more than the present contribution of Rs.10,490/-.

In the Civil and Military Station, Bangalore, as it is constituted, it is hardly possible to draw a clear line of demarcation and to say that some areas and roads are exclusively Military and others exclusively Civil. The Civil and Military areas in the Station are so intertwined that it is now possible to consider them as two distinct areas. In places like Poona, Secunderabad etc., the Cantonment areas are quite separate from the Civil areas and each has its own administration. In the former, the Cantonment Act and all the Military regulations are applicable. The Civil and Military Station is not a Cantonment, and the strict application of Military regulations in the matter of roads does not seem quite fair. The control of the Military is not restricted to purely Military areas, but extends, to a considerable extent, over a large part of the Station where buildings cannot be constructed without their approval, and where, under the House Accommodation Act, they enjoy the privilege of being able compulsorily to lease bungalows which they may require. I do not think that the Military authorities could accept the suggestion that they are not concerned with the way in which roads are maintained outside purely Military areas. It is definitely in their interests that the main roads and streets should be kept in good condition, and I feel they are just as anxious as are the Commission that roads generally should be maintained at a high level of efficiency.

4. In these circumstances, and in view of the fact that the Commission will have to incur very large expenditure when the New Water Supply comes into force, which will affect expenditure on other Municipal activities, the Commission would be grateful if the Hon'ble the Resident could kindly support their claim for the continuance of the existing Military contribution of Rs.10,490/- towards the maintenance of roads in

the

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the Station, if not for an enhanced grant.

The two blue prints received with your letter are, herewith, returned. A copy of the Municipal Commission's resolution No.17 dated the 17th December 1932 is enclosed.

I have the honour to be,
Sir,
Your most obedient servant,

Jeyth 22.11.32

President, M. C.

MVL.

21/11/32

List I.

List of Military Roads proposed to be taken over as Municipal roads. 291

No.	Name of road.	Length in feet.	Reasons for taking over.
1.	St. John's Church road from Railway Level crossing to Cavalry road.	3,300	This road served only, the Seppers and Miners as an approach road to the Railway Station but they can get to the Railway Station by St. John's road, Cavalry road, Cubbon road and Queens road.
2.	Millers Road from Railway level crossing to Railway under-bridge.	3,369	No longer used by the Military, as Baiderhally Pioneers' lines have been abandoned.
3.	Benson road.	1,443	
4.	Cavalry road from St. John's Church road to Cross road connecting St. John's road and Cavalry road.	1,734	Of no use to the Military but there are several residential houses on the road; and it is an important link between the bazaars and the north of the town.
5.	Road from St. John's road to Cavalry road on South boundary of Assaye Lines.	1,051	
6.	Dispensary road from Cavalry road to Main Guard Cross road.	740	
7.	Hospital road from Main Guard Cross road to Old Poor House road.	775	Of no use to the Military but useful to the Civil population.
8.	Main Guard Cross road from Cubbon road to Dispensary road.	1,424	
9.	Cubbon road from Queens road to Race Course road.	3,500	These roads lead to the water supply reservoir on High Ground and will be no use to the Military when we take over the water supply from them.
10.	Millers road from Race Course road to Ali Asker road.	1,203	
11.	Short length of road from Railway under-bridge to Cantonment Railway Station.	680	This is purely a civil road and is of no use to the Military.
12.	St. Marks Cross road.	998	-do- -do-
13.	Museum road from junction of Wood street to South Parade.	3,480	-do- -do-
	C. O.	23,697	

23

No.	Name of road.	Length in feet.	Reasons for taking over
	B.F.	23,697.	
11.	Hosur road from Cemetery to Richmond road.	4,900	The Military from Richmond Lines can approach their parade ground and Railway Station from Karkhana and Brigade Square roads.
15.	Victoria road from Lower Agram road to Richmond Road.	2,485	The Military can do without these roads but they are very useful to the Civil population.
16.	Nilsandra road.	3,947	
17.	Domlur road from Old Race Course road eastwards.	2,560	-do- -do-
18.	Kensington road from Tank road to Knoxpet road.	2,194	-do- -do-
19.	Knoxpet road full length.	3,075	-do- -do-
20.	Cambridge road from Old Madras road to Centre road.	957	-do- -do-
	Total feet.	43,815.	or = M. = 8, F. = 2, Feet = 255

(Sd). J. H. Murphy,

Executive Engineer.

" Copy. "

D. White
22/12/82.

MVL.

Municipal Commission's resolution dated the 17th December 1932. (Ordinary meeting).

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17. Letter dated the 10th November 1932, from the Secretary to the Resident forwarding for the views of the Municipal Commission copy of letter dated the 28th October 1932, from the Headquarters, Madras District, regarding the reduction in the Military contribution now paid to the Commission for the maintenance of roads in the Station.

The Standing Committee recommend that the classification of roads as proposed by the Executive Engineer should be accepted and that the Commission should urge the continuance of a grant from Military funds for the roads classified as Military roads.

Resolved that the classification of roads as proposed by the Executive Engineer be accepted and that the Secretary to the Resident be informed that the Commission urge the continuance of a grant from Military funds for the roads classified as Military roads.

(File No. 93 of 1919).

(Sd). G. H. Cooke,
President, M. C.

" Copy. "
22/12/32.

MVL.

All Communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 7042 Sn 4.
275/1932.

27

FROM

Major G. Kirkbride, I.A.,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

Headquarters, Madras District,
President, Municipal Commission,
Civil and Military Station,

Bangalore.

Dated, Bangalore, the 26th August 1933.

Subject.

Military contribution for the maintenance of Military Roads in the Civil and Military Station.

SIR,

S.N.4
S.N.6.

I am directed to refer to Headquarter's letter No.8752/58/Q your G.T.55/32 dated the 28th October, 1932, and 22nd December, 1932, and to state as follows:-

S.N.68A
276-85

Under the conditions approved by the Government of India in their letter No.187 L.., dated the 17th January, 1908, for the transfer of military roads in the Civil and Military Station, Bangalore, to the Municipal Commission, the contribution to be paid from Military Works funds for the maintenance of the military roads in the station is liable to revision only by mutual agreement between the Government of India and the President, Municipal Commission. As the President, Muncipal Commission, has not accepted in full the classification of roads and the contribution proposed by Headquarters, I am to request that steps may be taken for the reclassification of the roads, by a Committee consisting of a representative of the Military Authorities and the President, Municipal Commission, in accordance with the provisions of paragraph 67 of the Military Engineer Services Regulations and to fix the grant payable by the Military Authorities in accordance with the revised classification. I am also to suggest that, if there is no objection, the

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grant payable towards civil roads of military importance may be fixed at a definite percentage of the actual cost of maintenance.

( ) Para 2 to Headquarters only.

2. (A copy of a letter No.G.T.55/32, dated the 22nd December, 1932, with enclosures from the President, Municipal Commission, on the subject is enclosed.

S.N6

I have the honour to be,

Sir,

Your most obedient servant,

for SECRETARY TO THE RESIDENT.

PKH

12

No.8752/10/7.

Headquarters, Madras Dist.

Bangalore, 26th Septr.1933.

To

THE SECRETARY,

TO THE HON'BLE THE RESIDENT IN MYSORE,

BANGALORE.

Roads - Maintenance of.

Sir,

With reference to these H.Q.No.8752/34/7 of 12-7-1932 and para 8 of No.8752/58/7 of 28-10-1932 regarding the proposed abandonment of the circular road running from Agram Post office to the junction with the road to the Agram Plain landing ground, I have the honour to inform you that, as no reply to the above has been received, it is presumed that the Municipal Commission are not desirous of taking over this road.

Will you kindly confirm this as early as possible?

I have the honour to be,

Sir,

Your obedient servant,

M. Gonsalves Capt.
for Major-General,
Commander, Madras District.

Copy to:-
President, Municipal Commission, C.& M.Station, B'lore.
C.R.E.
G.I.Bangalore.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
27 SEPT. 1933
R. 8370

32

No.8757/ 12. /S.

Headquarters, Madras Dist.

Bangalore, 27 Septr. 1933.

TO

THE SECRETARY,

TO THE HON'BLE THE RESIDENT IN MYSORE,

BANGALORE.

OFFICE OF THE RESIDENT IN MYSORE
BANGALORE.
29 SEPT. 1933
No. 8244

Maintenance of Military Roads in Cantonments.

Sir,

I have the honour to refer to your letter No. 7042/275/1932 dated 26th August 1933.

S.N.8.

2. It is noted that the President Municipal Commission has accepted the re-classification of the roads given in List I (of the enclosures forwarded by you) as Municipal Roads.

3. As regards the roads given in List II by the President of the Municipal Commission I am unable to agree that, because troops use a particular road to get from their Barracks to a place of ceremonial parade, such as the Maidan, the up-keep of that road must be borne by the Military. (A similar case in London would be the use of Bird Cage Walk for the Guards in Wellington Barracks to march to the Horse Guards Parade for the Trooping of the Colour). The roads contained in this list are all essential for the Civil population and as such should be maintained by the Municipality.

4. I am quite prepared if desired to arrange for a Committee to consider the roads on List II. Actually however by the Regulations laid down in a new issue of M.L.S.Regulations 1933, para 324 (as under) agreement between

between the Military and Civil authorities concerned is not now essential before submission of a case such as this and the Government of India can come to its own decision on the two opposing representations

"Para 324.- No road can be classified as 'Military' without the approval of the Government of India. The re-classification of a Military road also requires the approval of the Government of India. Such recommendations should be accompanied by copies of the relevant correspondence between the parties concerned and by plans (in duplicate)"

5. I therefore propose if you agree to submit the two sides of the case to Higher Authority with a request that the decision of the Government of India may be obtained.

6. I regret that I am unable to agree to your proposal that the Military contribution should be based on a percentage of actual cost. In view of the fact that work may be done on a road during one year but possibly not during the next, I consider that the only satisfactory method of contribution is on a general average scale such as is done at present.

7. As this proposed alteration in classification has now been in progress for nearly a year, I should be glad of an early reply.

I have the honour to be,

Sir,

Your obedient servant,

C. R. Newman

Major-General,

Commander, Madras District.

Copy to President C & M. Station

Draft.

No. 9835. Dated 12/10/37

To

The President,
Municipal Commission,
Civil & Military Station,
Bangalore.

Subject:- Military contribution for the maintenance of Military Roads in the Civil and Military Station, Bangalore.

Sir,

I am directed to refer to paragraph 4 of letter No.8757/12/Q, dated the 27th September 1938, from Headquarters Madras District, Bangalore, a copy of which was forwarded to you direct, and to request that, if there is no objection you will be so good as to arrange in direct communication with Headquarters, Madras District, to convene a Committee consisting of representatives of the Military Authorities and the Municipal Commission to consider the reclassification of roads in List II forwarded

Y 8.N.11.

3—2,000—12—4—1933

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No. 9C-55/32 CIVIL & MILITARY STATION, BANGALORE.
MUNICIPAL OFFICE,

Dated, 7th October 1933.

From

G. H. COOKE ESQ. M. C., I. C. S.,
President, Municipal Commission,
Civil and Military Station, Bangalore.

OFFICE OF THE RESIDENT IN MYSORE.
BANGALORE.
10 OCT 1933
No. 8733
Encl. No.

To The Secretary to the Hon'ble the Resident
in Mysore,
BANGALORE.

SIR,

Subject:-Abandonment of the circular road running from Agram Post Office to its junction with the road to the Agram Plain landing ground.

R.N.10

With reference to your letter No.9569/275-1932, dated the 2nd October 1933, I have the honour to inform you that the Municipal Commission are not in favour of taking over the circular road referred to above.

I have the honour to be,
Sir,
Your most obedient servant,

For PRESIDENT, M. C.

DIW.
7-10-33.

37

DEPARTMENT.

BRANCH.

275 File No.
1932
Serial No.

Draft Letter / ~~Memorandum~~ / ~~Telegram~~

Class for telegrams: Ordinary / Express / Urgent* / Priority / Clear Line†

*Only for Foreign Telegrams.

†Not for Foreign Telegrams.

No. 9888. Dated 17/10/1933 19

To be issued on | Issued on

1st Reminder

2nd Reminder

3rd Reminder

Heading :

Case or Diary No.

If post copy of telegram required

Date of despatch of above

List of enclosures

(Code word for telegrams.)

To

Headquarters,

Madras District, Bangalore

Subject:- Abandonment of the circular road running from Agram Post Office to its junction with the road to the Agram Plain landing ground.

Sir,

I am directed to refer to your letter No. 8757/10/Q., dated the 26th September 1933, and to state that the Municipal Commission, Civil and ----- Military Station, Bangalore, are not in favour of taking over the circular road referred to above.

I have etc.,

Secretary to the Resident.

T. N. Thangavelu
Mudaliar.
16-10-1933.

S. S.

MGIPO—81—207 (GPS) DOF—(M 260)—17-4-33—65,000 Pads.